

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions and listings of claims in the application:

Claims 1-20 - canceled.

New claims 21-34 are added below:

21. (new) A charge air system for delivering charged air from a compressor to a 'V' configuration internal combustion engine having first and second spaced banks of cylinders each defining a plurality of combustion chambers, the system comprising:

a compressor outlet;

a charge air cooler having an inlet and an outlet, said inlet being in communication with said compressor outlet;

a charge air conduit for connecting said compressor outlet and said charge air cooler inlet, said charge air conduit including a substantially straight portion for being disposed in the 'V' between said first and second spaced banks of cylinders for delivering air in a first direction;

a first branch conduit for delivering air in a second direction, substantially opposite the first direction, to said first bank of cylinders;

a second branch conduit for delivering air in the second direction, substantially opposite the first direction, to said second bank of cylinders;

a branch connector delivering air from said charge air cooler to said first and second branch conduits; and

a flow control valve in communication with said outlet of said charge air cooler and in communication with said first and second branch conduits and located between said outlet of said charge air cooler and said branch connector.

22. (new) The charge air system of Claim 21, wherein the branch connector has one inlet and two outlets, said branch connector inlet being in communication with said flow control valve and said two branch connector outlets being in communication with said first and second branch conduits respectively.

23. (new) An internal combustion engine comprising:

first and second spaced banks of cylinders each defining a plurality of combustion chambers and a 'V' space therebetween;

a compressor having a compressor outlet;

a charge air cooler having an inlet and an outlet, said inlet being in communication with said compressor outlet;

a charge air conduit connecting said compressor outlet and said charge air cooler inlet, said charge air conduit including a substantially straight portion disposed in the 'V' between said first and second spaced banks of cylinders for delivering air in a first direction;

a first branch conduit in communication with said first bank of cylinders;

a second branch conduit in communication with said second bank of cylinders;

the first and second branch conduits delivering air in a second direction, substantially opposite the first direction, to the first and second banks of cylinders;

a flow control valve in communication with said outlet of said charge air cooler and in communication with said first and second branch conduits.

24. (new) The internal combustion engine of Claim 23, further including a connector having one inlet and two outlets, said connector inlet being in communication with said flow control valve and said two connector outlets being in communication with said first and second branch conduits respectively.

25. (new) The internal combustion engine of Claim 23, wherein said first and second branch conduits each include a substantially straight portion disposed on the opposite side of said first and second spaced banks of cylinders respectively to said substantially straight portion of said charge air conduit.

26. (new) The internal combustion engine of Claim 24, wherein said first and second branch conduits each include a substantially straight portion disposed on the opposite side of said first and second spaced banks of cylinders respectively to said substantially straight portion of said charge air conduit.

27. (new) The internal combustion engine of Claim 23, wherein the engine has first and second opposed ends, the compressor is provided at the first end of the engine and the charge air cooler is provided at the second end of the engine.

28. (new) The internal combustion engine of Claim 24, wherein the engine has first and second opposed ends, the compressor is provided at the first end of the engine and the charge air cooler is provided at the second end of the engine.

29. (new) The internal combustion engine of Claim 25, wherein the engine has first and second opposed ends, the compressor is provided at the first end of the engine and the charge air cooler is provided at the second end of the engine.

30. (new) The internal combustion engine of Claim 26, wherein the engine has first and second opposed ends, the compressor is provided at the first end of the engine and the charge air cooler is provided at the second end of the engine.

31. (new) A method of delivering charged air from a turbocharger compressor to a 'V' configuration internal combustion engine having first and second spaced banks of cylinders each defining a plurality of combustion chambers, comprising:

causing charge air to flow from a compressor outlet in a first direction along a conduit disposed in the 'V' between said first and second spaced banks of cylinders to a charge air cooler;

cooling said charge air at said charge air cooler;

causing cooled charge air to flow from said charge air cooler to a flow control valve;

controlling the flow of cooled charge air to a first branch conduit connected to said first bank of cylinders and a second branch conduit connected to said second bank of cylinders by adjusting said flow control valve; and

wherein said first and second branch conduits deliver cooled charge air in a second direction substantially opposite said first direction.

32. (new) The method of Claim 31, in which cooled charge air flows from said flow control valve to an inlet of a connector, said connector having two outlets, cooled charge air flowing from each of said outlets to said first and second branch conduits respectively.

33. (new) The method of Claim 31, wherein the engine has first and second opposite ends, and the compressor is provided at the first end of the engine and the charge air cooler is provided at the second end of the engine.

34. (new) The method of Claim 32, wherein the engine has first and second opposite ends, and the compressor is provided at the first end of the engine and the charge air cooler is provided at the second end of the engine.